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BALKAN PEACE NOW DOUBTFUL

Neutrality of Bulgaria and Understanding of States Near Breaking Point.

TURKEY PREPARES FOR WAR

London, Jan. 4.—The persevering steps which have been taken to bring about an understanding between the Christian Balkan states and with the idea of securing the neutrality of Bulgaria, apparently have not met with complete success, according to dispatches received in London from the near eastern capitals, and Greece, Serbia and Roumania are preparing for eventualities.

During a discussion of the budget in the Greek chamber of deputies, M. Theodoris is reported to have declared the speech recently delivered by the Bulgarian premier regarding Macedonia, which Bulgaria considered should have been conceded to her after the last Balkan war constituted a menace; while the Greek minister of finance said Greece was making urgent military preparations to maintain her beleaguered territory.

Another dispatch from Athens says the Greek government has forbidden the exportation of cereals, flour, cattle, forage and arms.

Should Bulgaria, contrary to expectations, attack Serbia with the object of recovering Macedonia, Greece, by her treaty obligations would, it is thought in political circles here, come to the assistance of Serbia and the Balkan peninsula would be in the throes of a third war.

Turkey apparently expects trouble as the Ottoman government has expelled the subjects of all neutral countries from the Dardanelles.

In Albania the revolution is said to be spreading and the Italians who occupied the seaport of Avlona have sent a battleship to Durazzo to protect Italian interests.

War pictures taken by permission of King Albert at the Overholser Wednesday and Thursday.

CAPTAIN SMOKE AS SHIP SINKS

Commander of Formidable Goes Down With Dreadnaught Telling Men to Keep Cool and Be British.

London, Jan. 4. Captain Arthur Lexley, of the battleship Formidable, went on the bridge smoking a cigarette as his vessel went down in the English channel last Friday morning after it struck either had struck a mine or been torpedoed, according to survivors of the disaster.

The captain's last words, they say, were a compliment to the officer who mine or been torpedoed, according to the boats on the sunken man in which the ship was being done.

"Captain Lexley gave his orders as calmly as if his ship had been in harbor with her anchors down," said one twelve sailor. "The only sign he gave that anything was amiss was a brief speech with which he exhorted his crew, and said 'steady, men, steady. Plug it all right. Keep cool and be British. There's lots of life in the old ship yet.'"

The greatest war pictures ever taken at the Overholser Wednesday and Thursday.

MANLY MOVES —TO— 307 W. MAIN

Directly across from Scott-Halliburton's and Johnston Co. First door east of Borden's. New Flower Store. Second door east of Harbour-Langdale Furniture Co. First door west of The Fair.

About Jan. 5th.

Manly Moves

A PROBLEM OF PUBLIC SAFETY

Arguments Made Against So-Called Full Crew and Other Legislation.

BURDEN TO FALL ON PUBLIC

"The price of things the railroads have to buy has steadily increased during the past year, while the price of the only thing they have to sell, service, has continued to decrease," says a pamphlet which has been prepared by a committee representing most of the railroads which operated in Oklahoma.

The argument has been prepared on behalf of the Santa Fe, Rock Island, Frisco, Katy, Iron Mountain, Kansas City Southern, M. & O., Midland Valley, Fort Smith and Western, Wichita Falls and Northwestern and Clinton, Oklahoma and Western Railway companies. The committee is composed of T. H. Beason of the Rock Island, A. L. Mills of the F. S. & W., J. A. Frates of the Frisco, W. E. Williams of the M. & O. and F. A. Lehman of the Santa Fe.

The pamphlet is devoted to the presentation of an argument from the standpoint of the railroad against the full crew, car theft and hospital bills and other general legislation which would have the effect of adding to the expenses of the carriers. The argument states that the railroads are the victims of the high cost of living.

"The cost of freight equipment and maintenance has doubled in the past fifteen years," says the pamphlet. "Fifteen years ago every freight car cost on an average of \$419.49. Yearly cost of repairs and renewals fifteen years ago was \$1.07 for each car. It is now \$70.06. This is due to the increased cost of labor and material. Fifteen years ago the average locomotive cost \$15,000. Today they cost an average of \$25,000 each and the cost of repairs and renewals has increased from four cents to ten cents per mile run. During this time wages have increased over 25 per cent."

Cost Would Be Enormous. The argument states that the full crew bill alone would cost the railroads of Oklahoma \$400,000 a year or 6 per cent interest on \$7,000,000. The latter amount would build 280 miles of railroad or a line every year which would reach across the state of Oklahoma.

The pamphlet states that Governors Foss of Massachusetts, Harmon of Ohio, Hughes of New York and Cruce of Oklahoma, have vetoed full crew bills passed by the legislatures of their states, chiefly because these measures fell within the province of the public service commissions. Similar positions have been taken by the legislatures of Texas and Louisiana, and other states have refused to pass bills of the same nature. Governor Cruce also vetoed the hospital bill.

In New Jersey, where a full crew bill has been in force for two years, the state chamber of commerce has taken up a movement to repeal it, according to the pamphlet. It has been shown that the law neither added safety or convenience to the conduct of the business of the railroads. In Pennsylvania the railroads ordered the extra brakeman to remain in the caboose, fearing that his presence about the remaining cars would only add to the hazard and be of no value to the service. The full crew bill passed by the legislature of Missouri and signed by the governor was referred to the people under the initiative and referendum and as a result of the vote at the November election it was defeated in 102 of the 110 counties and lost by 18,417 votes.

Crews Are Full Now. The pamphlet states that there are the same number of men on trains today as there were years ago when trains were controlled by hand brakes on the tank and reverse lever of the engine and draws the conclusion that there is no reason why additional men should be required now when the control of a train is much more simple owing to air brake equipment.

The term "full crew" is a misnomer, says the argument, for the reason that the railroads now have full crews. That is, sufficient men to operate their trains safely and effectively.

Speaking of the car theft bill the argument states that this has a purpose similar to that of the full crew measure in that it seeks to create pastions for additional men by reducing the number of cars per train, thereby increasing the number of trains run and the cost of transportation. If the car theft were placed at thirty cars, the traction units of an engine which would haul 35 cars would be wasted to the extent of the excess of power unemployed, also that traffic would be made more dense, bringing about congestion on single track railroads.

Don't Want Hospital Bill. Speaking of the hospital bill the argument states that this matter should be left entirely to the railroads and their employees. It is declared that it has been proven beyond doubt in Oklahoma that ninety-five per cent of the employees do not want such legislation.

"The properties represented by the committee paid to the state of Oklahoma for the year 1913, the sum of \$3,300,723.92 in taxes," says the pamphlet. "There are approximately 2,000,000 investors, large and small, who hold ninety-five per cent of the railroads' securities. Most of these investors are in moderate circumstances and have been investing their savings from time to time with a view of laying up a competency for old age. We ask and solicit for those holding securities of the Oklahoma railroads only that which any other citizen or industry could reasonably ask or be entitled to, justice."

"The expenses brought about by arbitrary legislation must be met by retrenchments and enforced economies elsewhere, which is not only detrimental to the employees of the railroads,

but to the thousands of employees and those dependent upon them who are engaged in the factories producing supplies and material for which the railroads furnish the material. There is no way to meet this expense except to increase the price of the only thing the railroads have to sell—transportation."

Little Stories for Bedtime



By Thornton W. Burgess.
(Copyright, 1915, by J. G. Lloyd.)

No longer were the Green Meadows green, they were white. Sometimes, especially when his stomach was full, Peter Rabbit thought that they were almost as beautiful when they were covered with snow as when they were green. Peter likes the snow. Yes, sir, Peter likes the snow. He likes to see it glisten and sparkle in the sun, and he dearly loves to make tracks in it. It always tickles Peter when he finds that his tracks have fooled some one. You know when Peter is in a hurry he puts his long hind feet down in front of his forefeet, and so his tracks look for all the world as if he had been going in just the opposite direction. People who don't know this of ten are fooled and this Peter thinks is one of the best jokes ever.

Peter long ago found out that the snow tells him a lot of things he wants to know. Nobody can walk on soft snow without leaving tracks behind them, and so it is quite easy to learn a lot about one's neighbors and what they have been doing just by following their tracks. It was great fun to look for new tracks. Peter hopped about this way and that way all through the Green Meadows and he learned many things. He followed the tracks of Reddy Fox. He learned



"I'll just look a little farther," thought Peter.

many things. He learned where Mrs. Gruse had made a new hiding place. He laughed when he found the tracks of Unc' Billy Possum. They didn't go ten feet away from his old hollow tree before they turned back. It was very clear that Unc' Billy didn't like the snow and had gone back to try to sleep until it was gone.

Peter went way into the Green Forest, and when he got away in there he remembered something. It came into his mind so suddenly that it made him jump right up in the air. He remembered that it was there toward the last of the last winter that he had seen Buster Bear's great tracks for the first time, and had wondered and wondered who could have made them. And this reminded him that he didn't see Buster's tracks anywhere now. That was funny. He hadn't heard that Buster had left the Green Forest, and he was quite sure that he would have heard of it if Buster had. Still it was queer, very queer, that he hadn't found Buster's tracks anywhere. Of course, Buster couldn't possibly walk around without leaving tracks. Why even his Danny Meadow Mouse left tracks he went. Peter sat down and scratched his left ear with his long right hind foot. Then he scratched his right ear with his left hind foot. If he could be probably have scratched both ears with both hind feet at the same time, because he was so puzzled and was trying so hard to think what could be the reason that Buster Bear had made his tracks.

"I'll just look a little farther," thought Peter. "There must be some somewhere around. Such a big fellow as Buster must have to eat, and how can he get anything to eat if he doesn't walk around?" As Peter couldn't answer his own question he started around to all of Buster's favorite places. He looked and he looked, but not a single one of Buster's big tracks did he see. He asked every one he met if they had seen Buster or his tracks. No one had. Peter grew more and more puzzled. He went over to the pond of Paddy the Beaver to ask him, but when he got there he found that the pond was covered with ice, and he knew that Paddy was in his house with the thick walls out in the pond, where no one could get at him.

All night long Peter scampered around in the moonlight looking for some sign of Buster Bear. All through the Green Forest he left his own tracks, but not a single track of Buster Bear did he find. He was a very little Rabbit, was Peter, when at last he started for the dear old Peter Patch. His head was quite as tired as his legs, for all the time he had been running around he had been thinking and thinking, and it hadn't been a bit of use.

"Buster Bear isn't here, that's all there is to it!" said he. Yet somehow he couldn't get rid of the feeling that perhaps he was mistaken, and that Buster Bear was there after all. And Buster Bear was.

Next Story: Peter Rabbit Talks With Prickly Porky.

The greatest war pictures ever taken at the Overholser Wednesday and Thursday.

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The materials are all wool, the linings fine and serviceable, and the styles are those of the very moment. We suggest that you come early—you will get a bargain that you will remember!

Coats at \$9.75

All New—Worth \$20 to \$25

Group 2—Long and three-quarter models in the most desirable materials of the season—bunches, zibelines, plain cloths and rich beautiful mixtures. Black and all colors, that is, all good colors. Keep in mind that we picked what we wanted—colors, materials and styles—skinned the cream, as they say—and our wants are controlled entirely by yours—you inspire the activities of Kerr's! We direct your attention especially to the ones in black cloths, and the mixtures. Some of them are simplicity itself, depending upon line for their grace and charm. Others finished, always in taste, with buttons, straps, maybe a pleat or two. They are tailored in the characteristic Wooltex manner, and they sell regularly at \$20 and \$25. Choice \$9.75.

Coats at \$14.75

All New—Worth \$30 to \$45

Group 3.—Yes, worth from \$30 to \$45—sprinkled with Coats worth more. Plain plush Coats—deep, lustrous black—one of the highly prized and most fashionable materials of the season. Plenty of them. Fancy plush, also—curled you know to resemble furs. They have the belted bottoms—fore-runners of the changes coming in spring apparel; they are Coats that will be just as fashionable next spring as now. Look inside of 'em and see how they are lined—Skinner's satin—guaranteed. Next a group of wonderful broadcloth Coats in black. This queen of fabrics was never more queenly than it is in these Coats. There are all sizes—you will experience no trouble in being fitted! Coats which, earlier in the season, would have sold at \$30 to \$45, at \$14.75!

The January White Sale!

Group One, at 49c

Corset Covers, made of soft and serviceable nainsook; they are trimmed in embroidery banding and edged in German Valenciennes lace, 49c.

Petticoats, made of cambric, double panel front, embroidery scalloped—49c.

Combinations, of muslin, trimmed in shadow lace at top, drawers finished in heavy lace. Other styles—49c.

Women's Muslin Gowns, round yokes of eyelet embroidery, trimmed in heavy lace; kimono sleeves—49c.

Drawers, of muslin, open and closed styles, trimmed variously, always attractively, in lace and embroidery. Six styles—49c.

Group Two, at 75c

Corset Covers, made of fine muslin, flounce attractively finished in eyelet embroidery. Splendid value. Several other styles at this price—75c.

Combinations, of muslin, waist trimmed in embroidery, drawers finished in dainty lace edge—75c.

Gowns, of muslin, "V" neck or square yoke, finished in rows of embroidery and groups of tucks; long set-in sleeves—75c.

Women's Drawers, of crepe, flounces edged in heavy lace—75c.

Women's Drawers, of muslin with embroidery flounces and groups of tucks—75c.

Other Gowns and Drawers also at this price.

Group Three, at \$1

Corset Covers, of nainsook, finished in embroidered medallions and rows of lace and ribbon. Most unusual value—\$1.00.

Women's Skirts, of excellent plique, trimmed in embroidery—they are tailored effectively, \$1.

Combinations, finished in shadow lace, lace banding and ribbon. In the practical and popular envelope style—\$1.00.

Women's Open Drawers, flounce formed by rows of lace insertion and edging. Values—\$1.00.

Another style is done in embroidery and flouncing of lace—\$1.00.

Group Four, at \$1.25

Corset Covers, of fine nainsook, trimmed in lace medallions. A variety of other styles, a charming—\$1.25.

Skirts, of white muslin, trimmed in Swiss embroidery; another style is done in a lace flounce, finished in ribbon—\$1.25.

Women's Drawers, Combination—finished in eyelet embroidery at the waist, plain embroidery at the bottom—\$1.25.

Another Combination, trimmed in shadow lace and embroidery—\$1.25.

Women's Gowns, of nainsook, square yokes of lace in rows and embroidery banding, kimono sleeves. There are empire styles also, finished in banding and ribbon.

Corset Covers at 49c

Made of nainsook, trimmed in embroidery banding and edged with German Valenciennes lace and lace banding. Very special!

Corset Covers at 59c

High neck and long sleeves, square yokes of embroidery and tucks; another style has a "V" neck, and it is trimmed in embroidery.

Corset Covers at 69c

Several charming styles of very fine material, trimmed prettily in lace and embroidery.

Combinations at 89c

Envelope combination, made of substantial nainsook, trimmed in lace. A large quantity of these—the value is one of the best in the white sale.

Women's Drawers at 19c

And misses' also. In the closed styles, of serviceable material, finished nicely in a hemstitched flounce. Plenty of them.

Women's Drawers at 25c

They are made of muslin and finished in a flounce which is formed of tucks. A most remarkable value.

Corset Covers at 25c

Several styles, one particularly made of soft muslin, trimmed in dainty shadow lace and banding, run with ribbon.

Corset Covers at 39c

Made of nainsook, trimmed in lace and embroidery banding; another style is done in banding and ribbon.

SMITH'S TALKS ON PROSPERITY

By Paul B. Smith, Secretary Home Products and Manufacturers Association and Oklahoma State Manufacturers Association.

Not long ago—so I am told by a reliable business man—an Oklahoma City man who is credited with having intelligence and with being fairly patriotic and possessed with good business ability, actually made the assertion that we have no need for a greater city water supply. He said, so I am told, in substance:

"I have lived here for fifteen years. We have always had plenty of water. The city is going back all the time and we do not need as much water now as we used to. Of course I am against any bond issue. It will ruin us to increase our tax burden."

Well, after relieving himself of that gob of gloom let us hope the poor man felt better. He has deteriorated into a sort of mental freak—suffers from taxifobia, a dreadful disease. That is the disease that ultimately drives men to the court house park benches, and causes them to whittle them all up and kill the grass with the yusson of their exhortations.

But such talk travels and when far enough away from home may be followed. The fact is that Oklahoma City is now larger than ever in its history. Houses have been building steadily during the past two years and yet our percentage of vacancy is lower than in any city in our class in the country—less than four per cent. Seven per cent vacancy is rated as a first class condition.

COUNT VON MOLTKE MADE CHIEF OF GENERAL STAFF

London, Jan. 4.—A wireless dispatch received from Berlin reports that general Count Von Moltke has been appointed chief of the army general staff for the duration of the mobile operations and that Infantry General Hans Manteuffel has been appointed deputy commanding general of the Fourth army corps.

More water is being consumed than ever in the history of the city, not only because of the increased number of people; but because of the increased demands of manufacturing and various industries. It is a stern fact that unless we have more water available during the dry season we will have to cut out the residence consumers or force the packing plants to close. Contrary to the belief of some, the packing plants failed to develop an independent supply of water and they are dependent upon the city. Their failure demonstrated the futility of the underground supply idea.

These are not pleasant things to say in public print, but such knockers as I have referred to above render it necessary that they be said so that the people will not be deceived and so bring calamity upon the city.

War pictures taken by permission of King Albert at the Overholser Wednesday and Thursday.

He is a fortunate man who can catch up with his ambitions and his debts.

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